

MEMORANDUM. UTAH DEPARTMENT OF TRANSPORTATION

DATE: August 17, 2004

TO : Those on the attached list

FROM : Bill Lawrence, P.E.
UDOT Concrete Engineer
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SUBJECT: Utah Pavement Council

Date: August 18, 2004
Location: UDOT Complex, Large Conference Room, first floor
Address: 4501 South 2700 West
Salt Lake City, UT 84119
Time: 1:00 PM to 4:00 PM

The following ground rules are recommended for our group: 1. Participate by providing your agenda items and reviewing the specifications or procedures and making comments. 2. Bring your reviewed copy of the draft. 3. Come on time and stay and participate as best you can. 4. Stay on task during discussions. 5. Keep personal gripes to a minimum. 6. Keep side conversations during breaks only.

Next Meeting Date: September 15, 2004 1:00 PM

AGENDA
Utah Pavement Council
Wednesday, August 18, 2004

1:00 PM, UDOT Complex
Large Conference Room, First Floor
4501 South 2700 West
Salt Lake City, UT 84101

- 1:00 - 1:05. **1. Welcome** - Bill Lawrence
- 1:05 - 1:06. **2. Move to September UPC**
Additional Requirements for Fast Track Concrete – Doug Bedingfield
(Staker & Parsons), Bill Lawrence (UDOT).
- 1:06 - 1:20. **3. Follow up on CPR specifications (√ partial depth repair, √ full
depth repair, √ diamond grinding, √ joint crack sealing, √ dowel bar
retrofit, fast patch, slot stitching).** – Mitzi McIntyre, (ACPA), Bill
Lawrence (UDOT).

Summary: Review of standard drawing for DBR. Changes “Typical Lane”, dowels to be centered over the joint in the bottom drawing. The question is it constructible ie. slots skewed.

- 1:20 - 1:40. **4. Discuss RME’s review and opinions regarding proposed adding of
unit weight test to all concrete testing procedures** – Rob Duncan
(Ashgrove Cement).

Summary: From RME meeting - What is the sensitivity of theoretical unit weight measurements? What is the consistency of this measurement? What about a roll-a-meter for dispute? What about changes in aggregate sources through the pit, changes in moisture content, etc....

UPC Discussion: a good tool for checking mix consistency. Agreed that it wouldn’t be good to use as a dispute regarding two differing air meters. If UDOT technicians follow the requirements outlined, then it eliminates most of the issues with air meters. Other issues of concern are non-UDOT techs. Other possible solutions to the problem - Have Unit Weight added to batch tickets, also type and source of cement & fly ash. Using the unit weight test to be discussed in the next RME meeting. Decide as to whether it should be included as part of QA testing & at what frequencies.

Training issues of techs discussed. Lonnie Gray & Mitzi McIntyre will be industries contact for further discussions. Troy Peterson and Todd Emery owner reps. Troy will set up meeting to discuss further. Will place on next UPC agenda for discussion.

1:40 - 2:00. **5. Discuss RME's review and opinions regarding –200 Material Methylene Blue Test Method (AASHTO TP57-99) – (Staker Parson)**

Summary: Industry will need to do the leg - work if this is to be used. What is the variability? What values would be acceptable for use in concrete?

2:00 - 2:30. **6. UDOT Hamburg Special Handout and Discussion – Tim Biel (UDOT).**

Summary: Tim reworked the penalties, changed to pass/fail. Penalty is a stop of production. Intent is to get this specification out as soon as possible (next construction season). RME's will determine what jobs it will be used on. Limit set at 15mm, in order to get it out for use. Issues of concern that remain are field and lab compacted samples & the differences.

2:30 - 3:00. **7. Update on the where we are regarding the HMA Quality Management Plan – Tim Biel, Murari Pradhan, Mohammad Rahman.**

Summary: Murari is to add the inspector's checklist and add it to the QMP.

3:00 - 3:15. **8. Update on the Flakiness index test – Bill Lawrence (UDOT)**

Summary: Samples sent out to each region. Testing to be completed and turned back to central lab. Consistency of results will help in establishing criteria for the specification.

9. Other – segregation issues behind the paver – Get the retrofit to solve it.